

Ideas to make
RRoad Station pay -
& Museum
Tax free status for 5 yrs -

Have many toys available to sell
stressing the Railway story.

H.O. guage

Regular guage

Golden Books on

The little engine that could

The sleepy Caboose

Newspapers on RR.

Books on all such RR in U.S.

Toy hand cars.

Museum admission to Engines.

Mallet at airport -

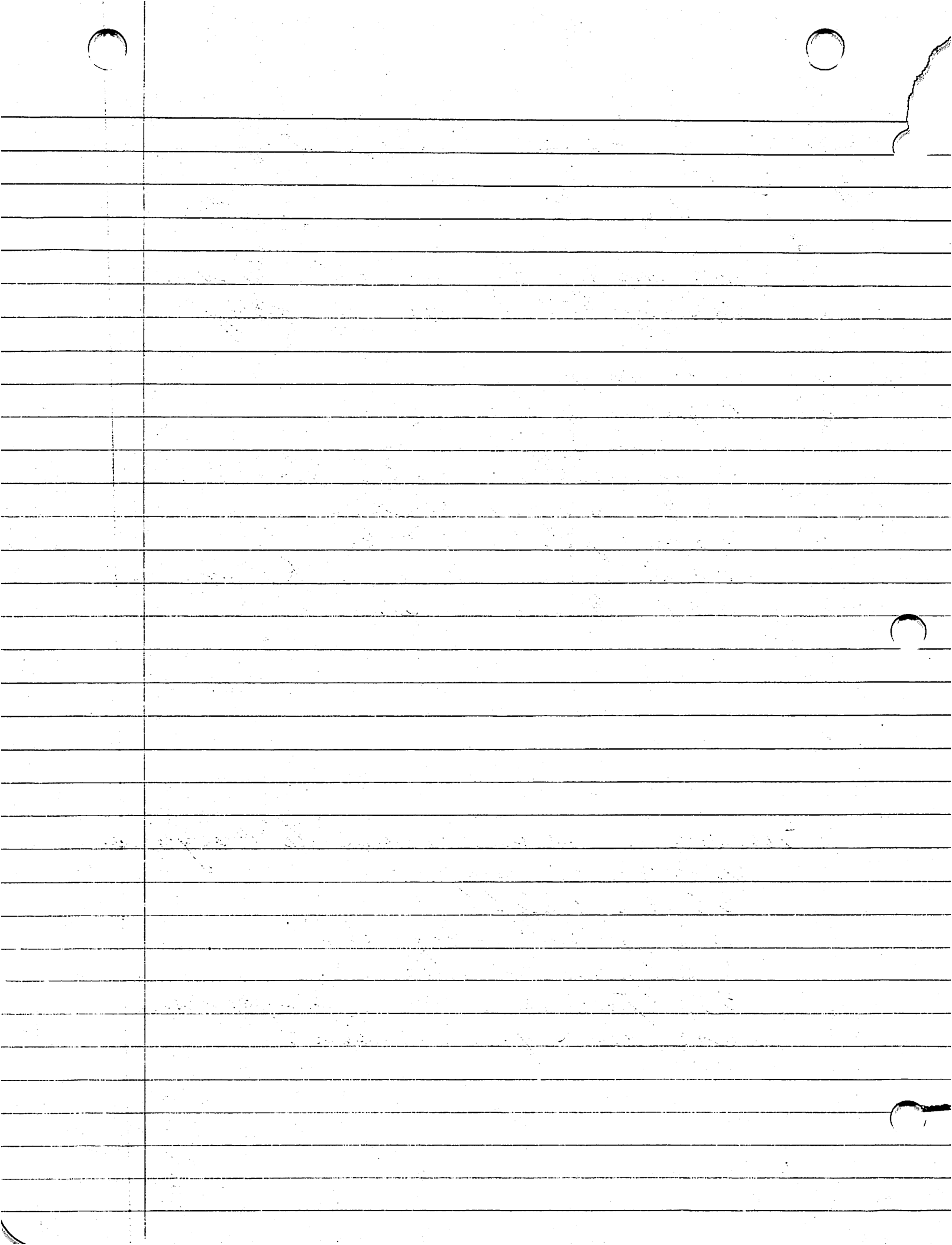
35 in Calif -

618 from Fairgrounds

3 engines at Stockton

350 Ton one from Cheyenne -

One Cars from mine.





STATE OF UTAH
OFFICE OF THE GOVERNOR
SALT LAKE CITY

CALVIN L. RAMPTON
GOVERNOR

October 19, 1970

Lowe Ashton
Wasatch Chamber of Commerce,
Save the Heber Creeper Committee
Heber City, Utah 84032

Dear Lowe;

Thank you for your warm letter regarding the Provo Canyon Railroad Project. I do hope you are successful in this pursuit.

I have asked Bill Bruhn to work closely with you. I know you will call on him if assistance is required. Good luck to you on the venture.

Governor

Engine
House

Turner's
Future Bldg
for Summer Mkt.

Meat

Groc

Ice
Cream

Sandwiches

10' Brick walk way

Lawn

Brick

Walk way

Access

Road

Display Track

Gas
Station

Dock

RR Station

Lawn

Lawn

Walk

Yard
Master
House

Shed

Coal
Bin
Coal
Loading
Ramp

Coal
Bin

Coal
Bi

Sand
Bin

Don't this over

Lawn
Bldg

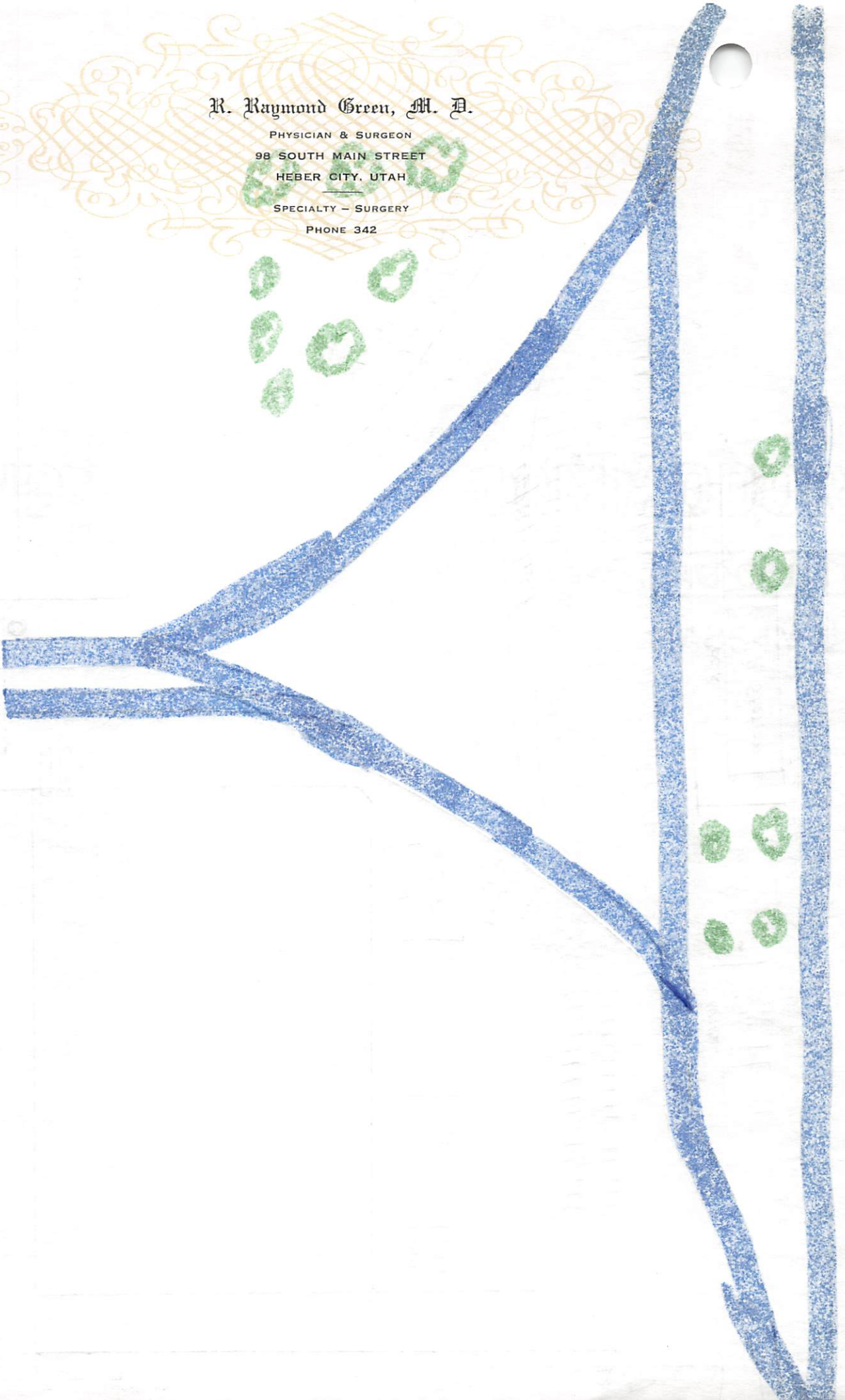
R. Raymond Green, M. D.

PHYSICIAN & SURGEON

98 SOUTH MAIN STREET
HEBER CITY, UTAH

SPECIALTY - SURGERY

PHONE 342



Money Put into Wasatch Mt. R.R.

Original Stock Subscriptions
Cost of land (Lowe Ashton)

110964⁰⁰

Additional Stock allowed
J. W. Sweeney (RR purchase of ties)
Lowe Ashton Salaries &

" "

Loan Rec'd from SBA & Jones Oct 31 1973
Still owe 152,066.63

165000⁰⁰

Income from 1st 1/2 yr opera.

Income from 2nd year

Income from 3rd year

[illegible]

R. RAYMOND GREEN, M. D.
98 SOUTH MAIN
HEBER CITY, UTAH

OFFICE HOURS:
10 A.M. - 12 NOON AND 2-5 P.M.

TELEPHONE:
654-0672

10-12-70 INSTRUCTIONS to 10-14-70

Do Today on R.R.

✓ Get letter from Leon Ritchie
by Lowe Ashton

✓ List all financial
possibilities 10-12-70

~~See Gordon Mendenhall~~

✓ See Lowe Ashton } Tel
Re finance

3 Get Jerry Young
to write follow up
on scenic R.R.
Progress in Provo
Canyon
3-

U.S. AIR FORCE
OFFICE OF THE
JOINT CHIEFS OF STAFF

MEMORANDUM
FOR THE RECORD

DATE: 10/10/54
SUBJECT: [Illegible]

1. [Illegible]

2. [Illegible]



12 Oct 1970

Place Heber R.R. Station

Project: To take Ed Jones, wife & any others
from Robert Redford Group on Ride down
to Bridal Veil Falls

Who went:

RR Green

Lowe Ashton

Ed Mc Laughlin

Jim Berry

Gordon Wheeler

Ed Jones

Susan Jones

44-38861-1000

2004-2008

1. What is the main purpose of the document?
 2. What are the key findings of the study?
 3. What are the implications of the research?

STANDARD'S EXAMINER

By Murray M. Moler
Associate Editor
The Standard-Examiner

McKay-Dee Hospital patient:
"Will I know anything when I
come out of the ether?"

Nurse: "That's expecting an
awful lot of the anaesthetic!"

★ ★ ★

Touring the world with the
U.S. Navy, Ogdenite Donald M.
McKelvie, son of Mr. and Mrs.
Donald W. McKelvie, paused in
Japan long enough to purchase
gifts for family members at
home.

When his brother, Alan, 19,
received a long-awaited stereo
set he was helped by another
brother, Richard, 13, in the ex-
cited unpacking.

Richard picked up a news-
paper-wrapped, soft, squishy ob-
ject and held it up.

"Wonder if that's a mouse?"
Alan doubted it. But he un-
wrapped it gently.

It was not a mouse.
It was a partly-eaten tuna
fish sandwich—in a hot dog-type
bun—that had been left in the
stereo box by the electronics
factory packer in faraway Nip-
pon.

★ ★ ★

Middle-aged Ogden wolf:
"Where have you been all my
life?"

Slick chick: "Well for the first
half of it, I wasn't born."

★ ★ ★

Had a real thrill a weekend
ago, tootin' up Provo Canyon on
a temporary version of the He-
ber Creeper.

The regulation-gauge tracks
up the canyon, from Provo to
Heber City, were abandoned
many months ago by the Den-
ver & Rio Grande Western
Railroad. The Utah Highway
Department bought the right-of-
way for road improvement and
planned to junk the tracks and
ties.

That's when the Wasatch Rail-
way Museum and Foundation,
Inc., got busy.

Members appealed to high-
way officials and Gov. Calvin
L. Rampton not to pull the
tracks out, since the right-of-
way wouldn't be needed in any
portion of the canyon for
months. Most of the way it
won't ever be used for highway,
but was to be retained as a fish-
ing trail.

The governor, Highway Di-
rector Henry Helland and their
colleagues cooperated. They

gave the "Save the Heber
Creeper" gang until next April,
at least, to prove the feasibility
of keeping the line going for
tourists.

Eventually, if it works out, it
may be extended to Wasatch
Mountain State Park and on to
Park City, where it could join
the Union Pacific tracks that
lead to Ogden by way of Coal-
ville, Echo and Morgan.

As soon as the state granted
its permission, the railway
fans got busy. They own a wide
variety of rolling stock, stored
throughout the West. They're
starting to move it this way, by
way of refitting yards. Most of
it won't be in operation until
spring, including their five vin-
tage, steam-powered, smoke-
puffing locomotives.

★ ★ ★

Meantime, there is the right-
of-way to clear off accumulated
underbrush and rocks. So Wa-
satch members have been
spending their weekends and
spare evenings as volunteer
track gangs.

Trustee Ed McLaughlin Jr.,
member of the city-county plan-
ning staff in Ogden, and Jim
Berry, executive director of
Golden Spike Empire, Inc., met
us at Bridal Veil Falls. They
and their buddies were rolling
boulders off the track just be-
low the falls.

"I'll go get Ed and the en-
gine," Jim said, hoofing off
down the rails.

In a few minutes there came
the clanging of a bell and the
toot of an air-horn, so deep-
throated that it sounded almost
like a steam whistle of the good
old days.

It was a Davenport gasoline-
powered switch engine, a little
thing weighing around six tons.
It was facing down-canyon.
Backing, it was pushing a pair
of section cars scrounged by the
rail club from around the area.
One used to be on the old Bam-
berger.

"Would you like to drive?"
Ed asked. We sure would. Jim
and another passenger got on
one of the little cars and away

we went. We must admit we got
dirty looks from some of the
fishermen as we whistled—per-
haps too long and too loud—at
spots where pedestrians, know-
ing the line was abandoned,
might step out of the willows.

At one point we had to stop
and put more water in. Backing,
the engine wasn't cooling prop-
erly and an old hose had sprung
a leak.

We made it up the canyon to
Deer Creek Reservoir. There,
just past the dam, was a siding
sign proclaiming we were in
Wallsburg. Never heard of it!
Population: Zero. But, as the
Heber Creeper starts running
next spring and carrying pas-
sengers, it could get back on
the map.

The attraction of a passenger
trail was proven by the waves
we got from drivers and other
occupants of cars and trucks on
the adjacent highway. Everyone
looked up and grinned when we
responded with a "toot on the
horn."

Dennis Spendlove of Ogden,
another member of the outfit,
gave us a ride back to our own
car from a mid-canyon crossing
as Ed and Jim tried to cure the
engine's overheating.

They have a lot of work yet
to do.

But, we're sure, they'll have
a lot of fun in the process.

And, if the Heber Creeper is
a success, maybe, just maybe,
there'll come a day when the
Wasatch Railway Museum and
Foundation, Inc., working with
the Promontory Chapter of the
National Railway Historical So-
ciety, can help us restore the
old line from Corinne to the
Golden Spike site at Promon-
tory.

That, too, would be a thrill.

★ ★ ★

A couple more items from our
favorite "minigag" source, the
United Transportation Union's
weekly bulletin:

Small Boy—"Mommy, what
happens to automobiles when
they get too old to run?"

Mother—"They sell 'em to
your daddy."

And then there's the minister
at the hippie wedding who had
to say, "Whichever of you is
the groom may kiss the bride."

Tuesday, October 13, 1970
Provo Herald

Tell Me Why

When Were Museums Started?

Win The New Book of Knowledge (20 volumes). Send your questions, name, age, address to "Tell Me Why!" care of this paper. Include Zip Code. In case of duplicate questions, the author will decide the winner. Today's winner is: Randy Hensley, 8, Fort Wayne, Ind.

Museums are places where collections of objects are preserved and displayed. The objects may be anything found in nature or made by man. There are museums devoted to art, science, history, industry, and technology.

The word "museum" comes from the Greek word "mouseion", meaning "temple of the Muses". The Muses were goddesses of the arts. One of the first institutions to be called a mouseion was founded in

Alexandria, Egypt, in the 3rd century B.C.

The aim of the Museum of Alexandria, as it was known, was to collect information from everywhere that could be of interest to scholars. Scholars lived and did their research there. As the New Book of Knowledge tells us, the museum displayed a collection of objects of art and curiosities that included statues, instruments used in astronomy and surgery, elephant tusks, and hides of unusual animals.

There were many collections that might be called museums between that time and the 19th century, but they belonged to princes and noble families and were not established for the benefit of the people. Even the British Museum, which was founded in the middle of the 18th century, admitted few people.

It took the French Revolution to open the doors of French museums to everyone. In 1793, during the Revolution, the Republican Government made the Louvre in Paris a national museum.

In the 19th century, for the first time, buildings were specially designed as museums. One of the first buildings in Europe planned as a museum was the Altes Museum in Berlin, Germany. It was constructed in 1830.

FUN TIME The Riddle Box

1. Why do we have to go to the moon? 2. Why don't hens have teeth? 3. Why is the Empire State Building so interesting?

ANSWERS

1. Because the moon won't come to us. 2. Because they can't afford toothpaste. 3. Because it has so many stories in it.

THE PUZZLE BOX



"I'm very fond of my nephew," said Bill to his sister. "I wish I had a nephew," said his sister. How could Bill have a nephew and his sister didn't? See tomorrow's paper for the answer.

Answer to yesterday's Word Puzzle: Snow, Show, Shop, Ship, Chip.

Win The New Book of Knowledge Yearbook. Send your riddles, jokes, to: "Riddles, Jokes; Tell Me Why!" Give Zip Code. Today's winner is: Yvette Reynolds, 13, Jamaica, West Indies.

Sack }
Sun } 10-17-70
Mon } 14

Work on
Rail track
Fill &
Jack up.

Down's
Check
Henderson
Wheeler
Ed Mc.
Pitts's tractor

Refill	1	2	3	4	PRN
--------	---	---	---	---	-----

Dr. _____

21 yellow tablets, each contains
norethindrone acetate 1 mg
ethinyl estradiol, 0.05 mg.

7 brown tablets, each contains:
ferrous fumarate, U.S.P., 75 mg.
NORLESTRIN® Fe 1 mg.

Wildwood to Heber
vs. Provo to Heber
concessionaires want shorter trip.
Get Robert Redford to come to
pressure for Provo end

Ed McLaughlin

654

About
10-17-70

Willowood the happy
see home to Helen
conveniently about the trip
let Helen help to come to
prepare for home and

The Daily Herald

Dedicated to the Progress And
Growth of Central Utah

Page 14—THE HERALD, Provo, Utah

Monday, October 19, 1970

If It's Difficult, Don't Try!

Perhaps the nation's worst malaise in this era of permissiveness is the growing willingness to surrender to any problem difficult to solve. Old copybook maxims that stood previous generations in good stead—such as, "If at first you don't succeed, try again" are written off as square.

It is difficult to wind down a war and to extricate a half million Americans while preserving the integrity of Free Vietnam. So, some Senators who supported the Americans going there in the first place, urge that we cut and run, in effect, surrender.

President Nixon has kept his goals of peace with honor and American withdrawal from a free Vietnam but no surrender to the invading Communists. And the number of Americans over there has been reduced substantially and withdrawal is going forward steadily.

It is difficult to enforce the laws governing the use of marijuana and

other drugs. So many voices of users and condoners call for easing legal restrictions, especially for the use of pot.

Pornography is another problem difficult to control. So a study commission recommends that we eliminate the problem by saying it doesn't exist and repealing laws which restrict the sale of pornography to consenting adults.

This was too much for Senator John L. McClellan, the doughty Arkansas crime fighter and, thanks to his efforts, the Senate approved a resolution rejecting the commission's report by a vote of 60 to 5. The Administration already had declined to accept the report.

The five who voted against it aren't up for re-election. They include three Democrats, McGovern, Mondale and Young of Ohio, who is retiring, and two Republicans, Case and Javits.

McClellan said the commission wanted to "substitute hedonism for morality," and a cursory glance at current film fare, books and magazines, and stage shows confirms his view.

Senator Gordon Allott of Colorado applied the epithet of "marshmallow-headed thinking" to the commission. It could be applied as

Editorial Page F

UN, for

By PHIL NEWSOM
UPI Foreign News Analyst

"We, the peoples of the United Nations

"Determined to save succeeding generations from the scourge of war which twice our lifetime has brought unto sorrow to mankind, and

"To reaffirm faith. . ."

—Opening words of the United Nations Charter, effective Oct. 15, 1945.

General 'Grunt' Speaks Out

Enlisted men call him the "Four-

All Its Failures, Is Symbol of Hope

The United Nations:

Born: San Francisco, June 26, 1945.

Principal organs: General Assembly, Security Council, Economic and Social Council, Trusteeship Council, International Court of Justice, and the Secretariat headed by Secretary General U Thant.

Budget: \$193,000,000 (proposed for 1971).

Membership: 127 nations,

including Fiji admitted on Oct. 13, 1970.

It has been called the voice of the world's conscience.

Many Ideas

Its glass-encased skyscraper headquarters sitting like an upended matchbox on the banks of New York's East River has been likened to a beehive, buzzing with ideas but its inhabitants lacking both the will and the ability to put them into effect.

It is man's hope for perfection in his dealings with his fellow-men. It is as President Dwight D. Eisenhower described it on Sept. 23, 1953:

"With all its defects, with all the failures that we can check up against it, (the UN) still represents man's best organized hope to substitute the conference table for the battlefield."

As crisis has succeeded crisis, the UN frequently has labored under difficulties which its founders did not foresee.

Its 25th anniversary is something like the UN itself, Soviet Premier Alexei Kosygin will not attend. President Nixon will give it one day. All but ignored by the superpowers, the anniversary celebration will be something less than hoped, but hope nonetheless remains.

That Ain't Bunting



Bruce Bissat

Taft's Good Bet But Not a Cinch



Rep. Robert Taft Jr. looks to be in a strong position to pick up a U.S. Senate seat for the Republicans in Ohio unless a Democratic tide develops in the governorship race and engulfs him.

His opponent, wealthy businessman Howard Metzenbaum, who knocked off ex-astronaut John Glenn in the Democratic primary last May, is a stiff challenger but has been running three points or so behind Taft in most poll tests.

Metzenbaum's chief tactic is to try to link Taft with slackened economic conditions, which he in turn lays at President Nixon's door. But Ohio's unemployment rate has been below the national average, and though it surely will rise with a long General Motors strike (the company has 40,000 workers in the state), there is as yet no convincing evidence this will damage Taft.

Taft's answer to Metzenbaum on the economy is that unemployment generally is around the level it was during most of the Kennedy-Johnson years—until the "wartime boom" touched off by LBJ's large entry into the South Vietnam war brought the jobless rate way down.

Few analysts in the state imagine Taft can be directly hurt, either, by the so-called Republican loan scandal which

R. RAYMOND GREEN, M. D.

98 SO. MAIN ST.

SURGERY • SPECIALTY

HEBER, UTAH

10-18-70 Sam

Travel out

RR above den

✓ Ed MacLaughlin

✓ Dennis Spauldon

✓ Chic Nielsen

✓ Gordon Wheeler

Leon Ritchie

4 tractors

SAVE THE HEBER CREEPER PROJECT:

Oct. 21, 1970:

Telephone Conversation with B.Z. Kastler Mt. Fuel Supply:

Bud has contacted the Irving Bank and Trust Co. (?) New York, to see if they could help us determine the feasibility of this railroad from a private standpoint.

Their reaction was, and apparently the person to whom he was talking was very aware of them, particularly the Stone Mt. Georgia one, that we would have a hell of a time getting public money in the market on this type of venture on a stock issue. The discount would be prohibitive at this time. Also their experience with Private type scenic railroads indicates that they require so darn much land, if they can get it, that they are constantly fighting with State and Federal Agencies on all grade crossings extra, and the more successful they become, the more danger there is at crossings, and the State and/or Federal Government makes most of them build expensive over passes to avoid this issue (Comment: Imagine what this would cost at the Midway-Charlston road crossing) also the one over the new Provo Canyon Road some time in the future, we would be forced to acquiesce to their demands) Their recommendation, primarily based on the high cost of stock issues at this time and the tremendous difficulties in controlling the use of their own right of ways, was that we should go public on the right of way, and probably non-profit on the operation, using the foundation as long as possible.

Bud then thought of the new Utah Law: TRANSIT AUTHORITY ACT passed by the last legislature to allow public ownership of the bus systems in Salt Lake, but designed to prevent it from becoming a political football. If this law were designed correctly and could be adopted to our needs, and we could convince the State Park Commission and the Wasatch County to create their own TRANSIT AUTHORITY, then have State Park people, County People, and some local businessmen to actually run it, you might be able to have a profit making governmental owned operation. As he said "have your cake and eat it too".

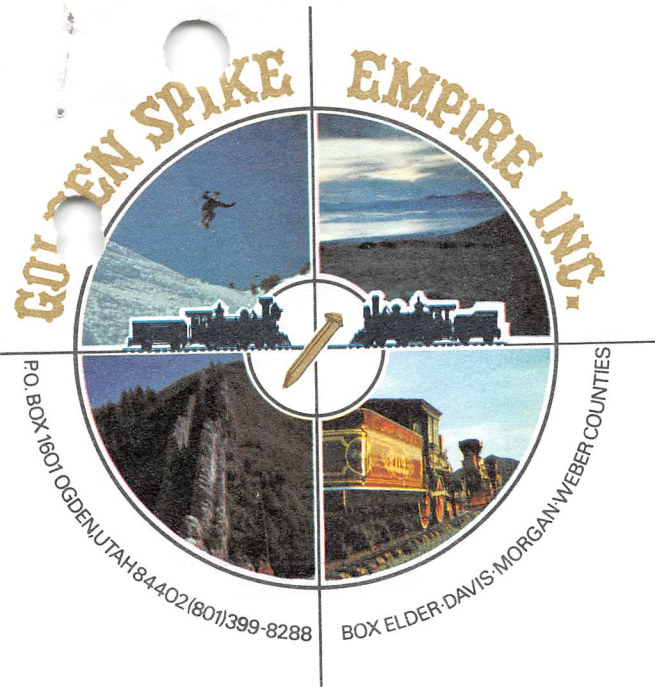
We could then issue County General Obligation Bonds to finance it, and pay it with Railroad Revenue, which is exactly like the Airport Authority does it. He ~~are~~ recommends G O Bonds over Revenue Bonds because they are so much cheaper.

Recommends that our Chamber Attorneys research the new TRANSIT AUTHORITY ACT to see if we can adopt it, and if not, perhaps look into a Transit authority method of financing and get the legislature to amend the bill to fit our needs. Also this might qualify for Federal Funds.

In this way, it is a real business oriented operation run under the aegis of a public body.

He said that his bank was researching further but that he felt we should check out this method before we did any permanent organization.

*Dr. I
Go
I am leaning to
the public road,
I know I can do it.
yes.*



Mr. Lowe Ashton
Ashton Oil and Transportation Co.
PO Box 69
Heber City, Utah 84032







JAMES G. BERRY
Executive Director

October 22, 1970

Mr. Lowe Ashton
Ashton Oil and Transportation Co.
PO Box 69
Heber City, Utah 84032

Dear Mr. Ashton:

I thought I would send you the following information for the formulation of Mountainland based on our experiences in setting up the Golden Spike Empire. I hope it will be some help to you.

I believe there are two priority items which should be taken care of as soon as possible....room tax and a board of directors.

Our room tax generates approximately \$26,000 a year. I suspect a similar 1 1/2% transient room tax in your area would generate \$30,000 to \$35,000 a year. This tax income, which is paid by tourists and not residents, is a dependable source of income, can serve as your basic financial support, and will grow as tourism grows in your area. In addition to our room tax, we have received appropriations from our cities and counties plus a matching funds commitment from the Utah Travel Council.

The process of passing a room tax is a time consuming and complicated one. First, the county commissioners must agree that such a tax is warranted and is in the best interests of the county. Second, the commissioners must agree that all transient room tax revenue will be transferred by contract to the Mountainlands organization. Third, a public hearing must be scheduled in order that local businessmen and residents might air their views, and fourth, the tax should be passed in all counties. I feel that we were very lucky in that we received 100% support from all twelve county commissioners and had very little public protest. I am inclined to believe that your tax could be passed as easily as ours was.



MOUNTAIN FUEL SUPPLY COMPANY

189 EAST FIRST SOUTH • P.O. BOX 11368 • SALT LAKE CITY, UTAH 84111 • PHONE 325-6315

B. Z. KASTLER
FINANCIAL VICE PRESIDENT
AND TREASURER

October 22, 1970

Mr. Lowe Ashton
Ashton Oil Company
Heber, Utah

Dear Lowe:

My New York contact advises that they have checked and find neither a credit rating or any information on Consolidated Research Corporation. They do find that the President of Roaring Camp, Inc., F. Norman Clark, is well regarded, knowledgeable and reputable. However, Roaring Camp started with paid in capital of around \$750,000 and, due to losses, this amount has been reduced to \$500,000. Mr. Clark is considered by some as being "too enthusiastic."

Two articles have treated the subject of scenic or excursion railroads, both having characteristics somewhat similar to the Heber Creeper. These are being sent me and I'll forward them on. One is in the July 25, 1970 issue of Business Week and is entitled "What Hope for the New Hope." The story covers the New Hope and Ivy Land Excursion train which, similar to your Creeper plan, operates over an abandoned portion of the Reading Railroad. They even had the advantage of selling off part of the right of way they acquired for \$190,000, but have been unable, from the start, to pay either principal or interest on loans of \$176,000.

The other article in the travel section of the October 11, 1970 New York Times discusses the Warehouse Point, Connecticut Railroad which, again similar to your venture, was started in connection with a Trolley museum.

Oct. 23, 1970

Mr. Henry C. Holland, Director,
Utah State Department of Highways,
State Office Bldg.
Salt Lake City, Utah

Dear Mr. Holland,

Our Chamber has reminded us that to this date we have not received a copy of your Department's commitment to us concerning the use of the railroad right-of-way and trackage between Mildred and Haver City for a scenic steam railroad.

At the closing of the commission meeting we ask your department for a copy of this resolution and it was promised as soon as it was drafted.

Also, we wrote Mr. Loveless a letter several weeks ago concerning the old storage tanks owned by the Highway Department located on land that I personally bought from the B. & N. O. N. Railroad Co. Your department had expressed the intent to me by letter to remove them as they are not used any longer inasmuch as this method of receiving and storing road oil is obsolete. We then ask permission to have them inasmuch as it is approximately the same type of storage needed for the steam locomotives we intend to use. We would appreciate your department's reaction to this request so that we can examine them to see if they might fill our needs.

In closing, may I take a moment to personally congratulate your department on the fine engineering job that was done on the new section of Highway 140 from the bridge over Starvation Reservoir to the Tabiona junction. Yesterday was my first trip to Vernal in some time, and the new road itself, the scenic turnouts, and particularly the removal of the old road bed, and the preparation of the cuts and fills and shoulders of this strip of Highway are the best I have ever seen. I think you have done a darn fine job and are to be commended.

Very truly yours,

Save the Haver Creeper Committee

Lois Ashton, Chairman.

C.C. Fran Felch

R. RAYMOND GREEN, M. D.

98 SO. MAIN ST.

SURGERY - SPECIALTY

HEBER, UTAH

10-23-20

I wrote McMillan
Co for list
of all Rail
Road Books

 RRG
T Brown & Co.

Sat 24 Oct 1970

Where: Hub Cafe

Who: Gordon Mendenhall, Lowe Ashton,
Harry McMillan, Ed. M. McLaughlin,
Pres. J. H. Call, R. Raymond Green
Jay Rodney Edwards, Leon Ritchie

Done: Discussion as to what financial
step to take to get this off the ground
Private vs. Public, and Temporary vs.
Permanent.

We need blessing of City, County, &
Chamber. Heber Light & Power (Harry McMillan)
will loan \$5000⁰⁰ soon. Leon, Lowe, Dr. G \$1000⁰⁰ ea.

Final Decision:

Motion by Gordon Mendenhall to establish
an Executive Committee of: Dr. R. R. Green
Leon Ritchie, Lowe Ashton and Edward
M. McLaughlin. Motion 2nded by J. H. Call.
Voting unanimous.

First thing: Lowe Ashton hired
Ed. M. McLaughlin full time Executive
Secretary and hired J. H. Call to draw up
draft of Articles of incorporation.

All members of Chamber of Commerce
to be given 1st Chance to form an
organization. Next Meeting next Tues.

Ed. M. McLaughlin went to Sundance.

Jay Rodney Edwards went down to dam to
bring back Switch Engine Rain & Snow!

25 Oct 1970

2:30 AM. Dr Green Copied all letters & Notes of Lowe Ashton & placed in date sequence in Heber Creeper Log Book.

4:00 AM Went thru whole log & picked out names of interested people who could help finance this venture till State Park Concessioners could take it over.

Also Dr. G. Began to outline subsections of this Book -

Financially Responsible People

Promotion Ideas

List of New Projects

Technical Problems of Track Mtc. & Repair

Engine and Rail car technology

Government Agencies to help us.

Stock Issue Ideas

Future Development Plans

Ledger of Pledged monies

It seems urgent that someone from the Museum Group attend the 31 Oct & 1 Nov '70 Meeting in Lancaster Pennsylvania - Workshop on Steam Train Recreation operations

List of NOW Projects:

10-25-70:

1. Clean out old R.R. Station
 2. Save all old Documents
 3. Get History of Provo Canyon Going ^{Jerry Springer}
 4. Get Denver & Rio Grande RR History of Heber Creeper Route.
 5. Inspect all track w/ Dean Bates & Museum Folks.
 6. Write all interested people for investment possibilities.
 7. Get all Equipment into Heber Valley
 8. Meet ALL Museum Parties and get em all into the act.
 9. Write Unidyne thank you for proposal.
 10. Write Edwin E Lovelace State Highway Dept. District 6 Engineer, to open Nunn's R.R. for transfer of Rail cars on such & such date.
 11. Get our Placards back from Unidyne
 12. Get Robert Redford to film scenes as we go -
 13. Explore insurance needs now
 14. Get ICC Approval
 15. Work out Lease arrangements w/ Museum.
 16. Get Provo pressure Group going to save The RR to Heber from Provo
- UVIDA, Jerry M Young, Unidyne, Kay Mendenhall, (save Provo River Assn.) ~~Wayne Winters~~, B.E. (Bye) Jensen, Chamber of Commerce, Lillian Hayes, Jim Jensen, LeRoy Johnson

List of Now Projects:

10-22-70:

1. Clean out old R.R. Station
2. Save all old Documents
3. Get History of Provo Canyon going
4. Get Denver & Rio Grande RR History of Heber Creeper Route
5. Inspect all track to Dean Bates & Museum folks.
6. Write all interested people for investment possibilities.
7. Get all equipment into Heber Valley
8. Meet All Museum parties and get in all into the act.
9. Write Lindyne thank you for proposal.
10. Write Edwin E Lovelace State Highway Dept District 6 Engineer, to open thru's R.R. for transfer of rail cars on such & such date.
11. Get our placards back from Lindyne
12. Get Robert Bedford to film scenes
13. Explore insurance needs and
14. Get ICC approval
15. Work out lease arrangements - Museum.
16. Get Provo pressure group going to save The RR to Heber from Provo

WIDA, Jerry M Young, Lindyne, Kay Mendenhall, (save Provo River Area), ~~Walter~~ B.E. (the) Jensen, Glenner of Commerce, Lillian Hayes, Jim Jensen, Letoy Johnson

Now Projects contd

17. Meet \approx Mountain Lands Men & show our place in their Plans
18. Make initial contacts \approx film makers for future filming.
19. Release another Provo Herald Progress Report that track is ready to Nunn's Crossing.
20. Get Provo Chamber of Commerce to Ride our train.
21. Establish time table to get things done.
22. Get maps for development of Jordanelle from Bureau of Reclamation. in Provo - contact Cecil Barjason.

New Projects and

17. Meet 3 Mountain Bands New & Old

one place in their lives

18. All initial contacts & this makes

for future planning.

19. Release creation from these papers

Report that book is ready to

finish working.

20. Get from children of community to

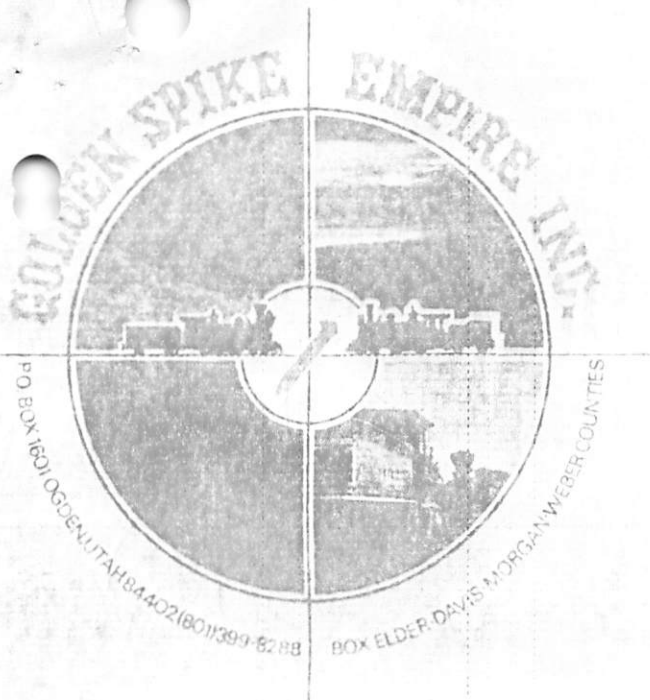
find out their

21. Release from this in future

22. Release from this in future

23. Release from this in future

24. Release from this in future



JAMES G. BERRY
Executive Director

October 22, 1970

Mr. Lowe Ashton
Ashton Oil and Transportation Co.
PO Box 69
Heber City, Utah 84032

Dear Mr. Ashton:

I thought I would send you the following information for the formulation of Mountainland based on our experiences in setting up the Golden Spike Empire. I hope it will be some help to you.

I believe there are two priority items which should be taken care of as soon as possible....room tax and a board of directors.

Our room tax generates approximately \$26,000 a year. I suspect a similar 1 1/2% transient room tax in your area would generate \$30,000 to \$35,000 a year. This tax income, which is paid by tourists and not residents, is a dependable source of income, can serve as your basic financial support, and will grow as tourism grows in your area. In addition to our room tax, we have received appropriations from our cities and counties plus a matching funds commitment from the Utah Travel Council.

The process of passing a room tax is a time consuming and complicated one. First, the county commissioners must agree that such a tax is warranted and is in the best interests of the county. Second, the commissioners must agree that all transient room tax revenue will be transferred by contract to the Mountainlands organization. Third, a public hearing must be scheduled in order that local businessmen and residents might air their views, and fourth, the tax should be passed in all counties. I feel that we were very lucky in that we received 100% support from all twelve county commissioners and had very little public protest. I am inclined to believe that your tax could be passed as easily as ours was.

GOLDEN SPIKE EMPIRE, INC. BOARD MEMBERS
March 13, 1970

PRESIDENT

Mayor Olof E. Zundel
Zundel's Clothing
74 South Main
Brigham City, Utah 84302

VICE-PRESIDENT

Mayor Bart Wolthuis
695 13 Street
Ogden, Utah 84404

SECRETARY-TREASURER

Dr. James Douglas
1340 30th Street
Ogden, Utah 84401

MEMBERS

Commissioner Donald Chase
Box Elder County Court House
Brigham City, Utah 84302

Mayor Roy Maxwell
Morgan City and County Bldg.
Morgan, Utah 84050

Commissioner Lincoln Jensen
Morgan County Commission
Morgan City and County Bldg.
Morgan, Utah 84050

Commissioner Glen Flint
Davis County Commission
Davis County Court House
Farmington, Utah 84025

Mayor Morris Swapp
101 West 1400 South
Bountiful, Utah 84010

Mr. Earl King
Davis County Industrial Commission
Davis County Court House
Farmington, Utah 84025

MEMBERS (CONT.)

Mayor Gail Sanders
1255 West 4600 South
Ogden, Utah 84403

Mr. Larry Koonin
Manager Ramada Inn
2433 Adams
Ogden, Utah 84401

Commission Chairman Albert Bott
Weber County Commission
Municipal Building
Ogden, Utah 84402

EX-OFFICIO MEMBERS

Mr. Mark Darney
Greater Ogden Chamber of Commerce
Ben Lomond Hotel
Ogden, Utah 84401

Mr. Nathan H. Mazer
Weber County Industrial Commission
Ramada Inn
Ogden, Utah 84401

Mr. Murray M. Moler
Ogden Standard Examiner
Ogden, Utah 84401

Mr. Jack Richards
Municipal Building
Ogden, Utah 84401

Mr. Frank Coppin
Brigham City Chamber of Commerce
Brigham City, Utah 84302